



T-PCHC MINUTES

The Tucson-Pima County Historical Commission (T-PCHC) met in the Mayor and Council Chambers, City Hall, 1st floor, 255 West Alameda, Tucson, Arizona, at 12:02 p.m. on Wednesday, February 13, 2008.

1. Call to Order / Roll Call

Members Present:

Teresita Majewski, Chair
Norma Niblett, Vice Chair
Sybil Needham
Joe Joaquin
Patsy Waterfall (arrived at 12:04 p.m.)
Kathy Nabours
Demion Clinco
Sarah Herr

Sandee Brooke
Steven Herzog
Sharon Chadwick
Gerald Juliani
Annette Campbell
Peter Booth (left at 1:25 p.m.)
Bettina Lyons (arrived at 12:06 p.m.)
Albert Guidero

Members Absent:

Gal Witmer

Renee RedDog

Others Present:

James Glock
Jonathan Mabry

Director, City of Tucson Department of Transportation
Historic Preservation Officer, City of Tucson Urban Planning and Design

Draig Phillips
Linda Haptonstal
Veronica Sainz

Recording Secretary, City of Tucson City Clerk's Office
Secretary, City of Tucson City Clerk's Office
City Clerk Administrator

2. Consent Agenda

- A. Approval of Minutes of January 9, 2008
- B. Approval of Expenditures as Recommended by the Budget Subcommittee at the meeting of February 13, 2008
 - 1. Preservation Awards Ceremony Subcommittee for \$1,700.00
 - 2. Old Fort Lowell Neighborhood Association, Inc., for the 27th annual La Reunión de El Fuerte, in the amount of \$500.00
- C. Approval of Plans Review Subcommittee Actions from the meetings of:
 - 1. January 10, 2008
 - 2. January 24, 2008

It was moved by Commissioner Waterfall, duly seconded, and carried by a voice vote of 16 to 0 (Commissioners Witmer and RedDog absent) to approve the Consent Agenda.

3. Chairperson's Summary of Current Events

Chair Majewski announced that the Arizona Archaeology and Heritage Awareness Month is March 1–31. The Archaeology Expo will be held at the Arizona State Museum on March 1 and 2 on the lawn, and this event is especially nice for families and people interested in archaeology. Brochures for the event were passed out to commission members.

4. Removal/Appointments to Committees and to T-PCHC Subcommittees

Chair Majewski noted that in last month's minutes Commission Chadwick failed to mention that Terry Majewski is on the Ordinance Revision Committee.

5. Reports from City and County Staff

- A. City of Tucson Historic Preservation Program Manager (Jonathan Mabry)

Jonathan Mabry reported:

- 1. He passed out a summary of Cultural Resources Projects that are currently open.
- 2. A contractor has been selected to do the work on Casa Cordova, located at the Tucson Museum of Art. This project is funded by a combination of a Heritage Fund Grants and Back to Basics money. Repairs include the roof, electrical/mechanical systems, site drainage work, and general improvements to one of Tucson's oldest houses.
- 3. Approval has been received to do additional repair work and emergency stabilization work on Marist College.

4. The City is working with a developer at the Ghost Ranch Lodge on a plan to retain and rehabilitate the original complex of Joesler-designed buildings. The developer has responded to advice and guidance from the State Historic Preservation Office and the City Historic Preservation office. The courtyard, cactus garden, and the historic signage in front are all being retained. The project, when complete, will be for low-income elderly housing. Funding is currently being sought for this project.
5. The El Encanto Estates National Register district amendment was approved and is listed in the National Register.
6. The El Oyo Barrio National Register nomination is currently at the State being reviewed and will be on the Historic Sites Review Committee agenda on February 29.
7. The National Register nomination for Catalina American Baptist Church will be on the Historic Sites Review Committee agenda February 29. Catalina American Baptist Church is located at 1900 N. Country Club Road. The “sweeping” design is described as “sculptural expressionist.” The church was completed in 1961. Mr. Mabry asked for two volunteers from the Historical Commission willing to review the nomination and provide comment prior to February 29. Commissioners Brooke and Guidero volunteered for this review.
8. A National Register nomination for the Rincon Heights Neighborhood has begun.
9. Requests for proposals have gone out for consultants to prepare National Register nominations for the Jefferson Park Neighborhood and the Barrio Santa Rosa Neighborhood. Consultants will be selected in March.
10. Work is near completion (about one more month) on the Menlo Park Neighborhood National Register amendment that is going to greatly expand the existing National Register district.
11. Archaeological work is currently being conducted in the Barrio Viego Neighborhood pocket park on land parcels owned by the City. Archaeologists have found a row of adobe foundations from Sonoran row houses that date to the late 19th century along with Chinese artifacts.
12. Groundbreaking will begin this spring on the Tucson Origins Heritage Park. This includes reconstruction of the San Agustín Mission buildings, including the Chapel, the two-story Convento, a wall that encloses the whole complex, and other structures.
13. The State Preservation Conference will be held in June in Rio Rico, and the City of Tucson is helping organize the conference and planning some sessions. Sessions include a panel discussion on the impact of Proposition 207 on historic preservation in the State, preserving the recent past, and many more interesting topics. The website will be available with information about all the speakers and all the sessions in the near future.

B. Pima County Cultural Resources Manager (Linda Mayro)

No report given.

C. Tucson Department of Transportation Director (Jim Glock or TDOT Staff)

Jim Glock reported:

1. The Fourth Avenue Underpass project is going into the final completion phase with tracks in the ground and concrete paving to begin over the next couple of weeks. The Congress/Toole detour will be taken down by March 3. The City is still seeking one last permit from Union Pacific for the shoring of earthwork that needs to occur adjacent to the tracks. Union Pacific is being exacting about this request as there will be approximately 70 feet of a vertical earthen wall, 20 feet deep, adjacent to the tracks and Union Pacific wants assurance, as does the City, that its not going to cave-in in the future.
2. The Five Points project is on schedule.
3. An option for the Downtown Links project has been developed and presented to the Citizen's Advisory Committee. The option will swing the 6th Street connection under the railroad to the north, which will allow it to miss the Citizen's and Steinfeld Warehouses, but still would require that a portion of two contributing structures in the district be impacted. The Citizen's Advisory Committee have advised that if we swing a little bit farther north sooner, then we can actually miss all of the contributing structures west of 7th Avenue. The Dunbar Springs neighborhood is particularly concerned with this option because it moves the roadway closer to their neighborhood. There will be a meeting with the Dunbar Springs neighborhood on Monday night. Drawings presented at this meeting will be on the Transportation Downtown Links website.

6. T-PCHC Subcommittee/Other Committee and Task Force Status Reports

A. T-PCHC Ordinance Revision Subcommittee (Sharon Chadwick)

No report was given.

B. T-PCHC Plans Review Subcommittee (Terry Majewski)

No report was given.

C. T-PCHC Rules and Regulations Subcommittee (Sandee Brooke)

No report was given.

D. T-PCHC Transportation Subcommittee (Sharon Chadwick)

No report was given.

E. Downtown Links Citizens Advisory Committee (Gerald Juliani)

Commissioner Juliani said that Mr. Glock had just previously covered this subject thoroughly under Item 5C, but he would like to add that some citizens of the West University and Dunbar Springs neighborhoods seemed quite shocked by the realignment of the Downtown Links roadway project. He suggested the City have more public relations agents working with the Downtown Links project in order to have better public outreach so project changes don't come as complete surprises to the neighborhoods. Mr. Glock was asked if we can improve on the public notification process.

F. Downtown Neighborhoods and Residents Council (Terry Majewski)

Chair Majewski reported the Downtown Neighborhoods and Residents Council has been meeting regularly each month, and the chairperson has been inviting different City Council members to the meetings. She said it is interesting to hear perspectives from the Council members about downtown and how they feel their respective wards interface with downtown concerns. She asked the Commissioners to notify her by email or phone if they have questions they would like her to bring up to Council members at these meetings. She has hope for the Downtown Neighborhoods and Residents Council as part of the Downtown Partnership as it tries to bring together the public to work with government concerning the downtown issues.

G. T-PCHC Preservation Awards Subcommittee (Patsy Waterfall)

Commissioner Waterfall advised that the subcommittee will be looking for a place to hold the ceremony on May 4, 2008, and asked if any commission members had recommendations regarding this matter to please advise the subcommittee. A commissioner asked about the possibility of holding the ceremony at the Presidio.

7. Tucson Preservation Foundation Update (Sharon Chadwick)

Commissioner Chadwick reported that the event held January 27 had a small turnout due to rain. The foundation is planning another meeting. Commissioner Clinco announced the foundation would be forming a new board and transferring funds from the preexisting account to the new board. He said they have 12–15 people who have expressed interest at participating at a board level, and in the next month or so there will be an official first board meeting.

8. Planning for T-PCHC Involvement in 2008 Statewide Preservation Conference (Sarah Herr)

No report was given.

9. Presentation on Plans for a Market in the Historic Depot Lobby (Bob Vint, Vint & Associates, Architects, and Teresita Majewski)

Commissioner Majewski said that at recent Plans Review Subcommittee meeting there was a call to the audience and the supporters of the depot, especially people involved in the transportation museum, expressed concerns about the plans for the adaptive reuse of the depot lobby. She said she wanted to give them the opportunity, and also those commissioners who had not been at the Plans Review Subcommittee, to hear the same information presented by Bob Vint, Vint & Associates.

She reminded those present that this is an informational item only and that the commission is not rehashing the decision, just simply getting information out. This item was approved in January as a conceptual design for the installation of a restaurant in the depot. It was always known that the plans would continue to be developed by the architect and then they would come back to the Plans Review Subcommittee for approval.

She advised that the job of the commission was to advise the Mayor and Council, other interested parties, and related City and County departments on matters of historic preservation, history, and community. Additionally, she advised that the commission is bound by City ordinance, the Land Use Code, and the Secretary of the Interior's Standards for Historic Preservation.

Commissioner Majewski commented that Bob Vint is one of the most respected preservation architects in southern Arizona, if not the Southwest, and the City is very fortunate to have him involved in this project. She advised that Mr. Oseran, developer and financier for this project, has had great success with the Hotel Congress.

She also noted that the City owns the depot building and that the lease agreement is not part of this discussion. The goal has always been to adaptively reuse the building. Depots all over the country have been successfully rehabilitated and reused. Commissioner Majewski passed out a picture, from Jim Campbell - Oasis Tucson, showing the San Francisco Ferry Building that was a past transportation hub and is again. Additionally, she passed around a *Tucson Weekly* article on the depot.

Commissioner Majewski advised that the State Historic Preservation Office (SHPO) was consulted on this project, and their recommendation was that the project had no adverse affect on the eligibility or the historic fabric of the building. She read an email from Bob Frankeberger, SHPO Architect, stating that moving the ticket counter improved the integrity of the building's historic significance and that the proposed alterations to accommodate the market and the addition of the pizza oven all met the Secretary of the Interior's Standards for Rehabilitation. Mr. Frankeberger [SHPO Architect] concurred with those findings of no adverse affect.

Jonathan Mabry stated that he has correspondence confirming those findings from Mr. Frankeberger.

Commissioner Majewski reminded those present that currently there are other adaptive reuses in the depot i.e., the museum and a rental car facility. She noted that she had received last minute emails from other concerned parties about the depot plan and would pass those around for the commissioners to review. She felt that Bob Vint's presentation would alleviate some concerns of the public such as the use of the open space, movement of benches, and the Maynard Dixon lunettes.

Bob Vint gave a presentation about the kind of environment that his clients, Richard and Jane Oseran, and their partner, Ross Rulney, would like to create at the depot. They envision a market (Maynards' Market) and a kitchen/restaurant (Maynards' Kitchen) that would bring life and activity into the historic space of the depot lobby, which currently stands unoccupied. He showed drawings of the historic depot building and surrounding area to illustrate the areas of proposed use, and also presented storyboards showing concepts of signage and graphics. Mr. Vint stated the origin of the name Maynards' Kitchen referred to Maynard Dixon, the painter who created the lunettes and Maynard Flood, a Southern Pacific Railroad engineer on this line for 50 years.

- Maynards' Market would be open from early in the morning until late in the evening serving various types of prepared foods, coffee, and juices
- Maynards' Market will create a feeling of openness with the high ceilings and low display cases laden with fresh flowers, fresh fruit
- all display cases would be being free standing, thus avoiding cutting up the terrazzo tile, and all electrical drops would be from overhead
- only one partition will be built on the north end for refrigerated display cases
- food sold at Maynards' Market would be prepared across the breezeway in Maynards' Kitchen
- Maynards' Kitchen would be opened and located where the Central Bistro Restaurant used to be
- there will be a central island for check out
- in the evening time focus shifts over to Maynards' Kitchen with booth seating and bar seating
- Maynard Dixon images to be hung as banners, enlarged and hung from the center of the lobby emphasizing the symmetry of the design and the sense of the original space (original lunettes are at the historical society; replicas hang in the depot currently)
- dismantle the current ticket booth and store it for future use if needed
- all significant historic features of the space would be left untouched
- a freestanding wood-burning pizza oven, with bar-type seating, is proposed to the east of the depot (in-between the lobby of the depot and the tracks). The pizza oven is a very understated building made from steel with a metal roof.

Mr. Vint said he felt there is a great potential for activating the eastside of the depot with the new 4th Avenue Underpass, which will essentially draw activity on 4th Avenue through the underpass and up into the east side of the depot. The use of illuminated signage at night will draw people from 4th Avenue to the depot.

Mr. Vint reiterated that in a nutshell the developer was looking to:

- revive the restaurant function on the south end of the building
- introduce a new market function to the lobby
- draw people into the eastern side of the building from 4th Avenue with the pizza oven and possibly organize a farmers market in this area on the weekends

He said that in the future if the City has a high-speed rail between Tucson and Phoenix and want to again use this building as a waiting area and lobby for the train, we could move the market to another location. All remodeling is fully reversible, and we would be able to remove it without disrupting any historic features.

Commissioner Juliani asked about parking at the depot.

Mr. Vint responded saying there were a couple of options:

- there is a service parking lot at the southern end of the depot
- street parking on Toole Avenue is being created now on both sides of the street
- Hotel Congress parking lot
- Toole Avenue garage is a quarter block to the west
- leasing spaces in the Pennington garage is planned

Mr. Vint felt between those various options and the modern street car that will eventually come through that there would be plenty of opportunity to access the depot.

Commissioner Brooke asked what happens when Amtrak comes through and there is a bunch of folks with a bunch of luggage that fills up the lobby.

Mr. Vint responded that Amtrak has its own lobby farther north at the other end of the building past the Hertz Rental Car facility. All the existing wood benches would be relocated to that area and for now this area can accommodate the Amtrak ridership.

Commissioner Niblett asked how much space the market will take up within the lobby and if it will fill up the entire lobby and if the benches would be in front of the Hertz Rental Car facility area to the west.

Mr. Vint responded that the market takes about three-quarters of the lobby space and that some benches would be in front of Hertz, with one or two more in the Amtrak area.

Commissioner Niblett asked about the partition for the refrigerated cases and if that was being done to cut off the Hertz area from the rest of the lobby.

Mr. Vint said that the partition would give some definition to the market, so that there is some control over who is entering and exiting the market. There will be a door out for an emergency exit, which could also be kept open so that visitors could come into the market from the trains.

Commissioner Campbell asked (inaudible) the free standing pizza oven.

Mr. Vint responded that you can't put a wood-burning pizza oven in an old building because of the duct work requirements. Additionally, the developers want to activate that side of the building and use the existing outdoor covered breezeway for outdoor seating.

Commissioner Campbell asked if historically there was anything on that side of the building we are changing as far as how the building looks.

Mr. Vint said he did not know, but doubted it. What was formally the ramp down to the subway between the rails, back in early 2000 was leveled off to the concrete floor during the last restoration. He noted there were some other outlying buildings on the east side of the tracks, i.e., a water trough for the horse-drawn trolley, but they are completely gone now. The developers feel the freestanding building for the pizza oven will not compete with the historic building. The building can be unbolted and moved to another site in the future, if necessary.

Commissioner Niblett questioned why the (copies) of the lunettes were moved from the walls to be hung as banners.

Mr. Vint said that lunettes do not have to be moved from the walls. Banners were just a concept to celebrate the space and get people to appreciate the volume of space they were in.

Commissioner Niblett commented that it seems the idea as presented was destroying the whole historic concept of the depot by putting in the market, moving the benches, and changing the lunettes from the walls to hanging banners. She had thought the restoration process would not be identical to the old depot, but a wonderful restoration of a perfectly beautiful building and she sensed that somehow we are losing a lot of that history with this renovation.

Mr. Vint responded that he thinks history continues and giving new uses to old buildings is one way to keep them alive. He felt the project was touching as lightly as possible to bring new life into the old building. He said in many places around the United States and Europe historic buildings are doing something totally different than what they were used for in the past, but they are still drawing people into their historic ambiance.

Chair Majewski advised the commissioners that the plan was always to adaptively reuse this building. She noted the current plan is reversible and it doesn't damage the historic fabric of the building that remains or that has been restored.

Chair Majewski mentioned to Mr. Vint that the commission was under the impression the lunettes would be hung on the wall after they were reproduced and the commission gave money for this project.

Mr. Oserman said the lunettes that are on the walls, which were replications of the original lunettes, would remain on the walls. The large banner lunettes would be created to further enrich the space.

Commissioner Chadwick (inaudible.....)

Commissioner Brooke said she agrees with the concept of a market downtown.

(Inaudible.....)

A commissioner asked a question about the email that Chair Majewski passed around indicating many passenger trains might be arriving to Tucson in the next five to ten years.

Mr. Glock responded saying the state's Metropolitan Planning Organization is putting together a program that does include proposals for statewide transportation, but could be 10 years out.

(Inaudible.....)

Chair Majewski announced the commission would take questions from the public.

Howard Greenseth commented that:

- he was a 50-year resident of the City of Tucson
- he thanked the Historical Commission for having a chance to express concerns on this issue
- he had supplied original construction plans and building files for the 1941 renovation of this building, stating there is a false floor in the restaurant and the tunnel still exists so it can be opened up any time in the future
- he felt that no one has been looking at the historical integrity of this building for years
- signs installed by the Central Bistro and Hertz are in violation of the city special sign codes

In conclusion, Mr. Greenseth said hundreds of citizens of Tucson have spent their time, money, and expertise to restore this historic depot, including the lot, and he was saddened that this beautiful functional public space was to be sacrificed.

Chair Majewski requested that the next speakers direct the comments and questions to Mr. Vint's presentation.

Kevin Karrels, of the Arizona Transportation Museum and Friends of the Historic Depot, spoke about the space utilization. He suggested they move the whole operation down to have greater space and to help congestion that impacts on the Amtrak passenger area. He asked the commission to reconsider and allow the current situation to remain as it exists

and to move the operation down because there is going to be greater growth and usage from Amtrak passengers. He said as a steward and protector of the past, he is asking the commission to give history a future.

Mr. Oseran responded that it just does not work to have your kitchen on one end and a market on the other end when they are really functioning together. As a fifth-generation Tucsonan, he is cognizant of the important aspects of the historic renovation and revitalization. He feels this project will contribute hundreds of thousands of dollars in tax revenue, will get the depot out of the red, and create 50 jobs. He said the past idea and concept for rehabilitation was great, but it just didn't work because it created dead space and for there to be renovation you have to have use the space.

Jim Ayres, archaeologist and historic preservationist, addressed the commission with his thoughts about the proposed changes for the historic depot:

- the lobby waiting room is the key room, the largest open space in the building
- most depots across the country have a lobby waiting room
- open space is designed to facilitate the movement of people, but this plan will remove the openness of the building removing the key part/focal point of the depot
- it will no longer be an authentic historic depot but a hodge podge of entities, none of which have anything to do with the depot
- Tucson newspapers, since 1883, have periodically editorialized about the tendency of this community to destroy its historic sites and buildings
- Federal money went into the restoration of the building

He said, before the project proceeds, remember you are removing public space from public use and enjoyment that was paid for by the taxes at the local level and at the federal level.

An audience member suggested continuing this item to the next meeting to allow others to speak.

Chair Majewski said she would consider the suggestion, but only if questions relevant to the presentation were discussed.

Mr. Caywood said he was more optimistic about increased train service to Tucson and expected train service to Phoenix as early as 2012. He asked the commission to not give away space that is needed for rail passengers. He read an excerpt from an email received from a regular Amtrak user stating there is not enough room in the small Amtrak lobby to accommodate passengers comfortably. Mr. Caywood said the bottom line is this project is stealing space from our Amtrak passengers.

Dave Jones, employee of Amtrak, invited the commission to come down to the depot and take a look at the area you are telling passengers to wait at night, with their kids and with their elderly parents. Amtrak cannot accommodate all the passengers with the benches that are going to be placed there. He said another problem is people with luggage and with kids, late at night, have no way of getting to the train without going through that restaurant. He asked if there are permanent doors that people will have to go through to

get to the train, to get through the station to get a taxi. He again asked the commission to come to the depot and take a look at this area before you give it away.

Mr. Oseran said Mr. Vint had already covered where the benches will be moved, and he was curious why Amtrak didn't rent that space from the City if it needed the space for Amtrak passengers.

Dave Jones responded saying he was not a real estate agent, nor a representative of Amtrak, however, as an employee of Amtrak, he thinks the commission needs to take a look at the area before making a decision about that space. He said Amtrak now couldn't adequately accommodate the passengers of Tucson as ridership has increased 20 percent. Trains are coming to Tucson six out of seven nights a week. Currently, Amtrak has problems with parking. At night, many of the benches at Amtrak will have passengers on top of passengers with luggage and kids, with lines outside of the station trying to purchase a ticket.

Chair Majewski said that she recognizes that this is an issue, but that it is not appropriate for the commission to discuss. She stated the commission could extend this discussion for approximately ten more minutes.

Mr. Vint responded that all benches were measured and found to fit within the designated area with room around them for people to sit, including the long historic bench which will hold six to eight people. He said he agreed that if rail traffic continues to increase, Amtrak would need more waiting space.

John Kromko said this building is a museum. He asked rhetorically if we should take all the museums and libraries and occupy their open space with a market.

(Peter Booth left at 1:25 p.m.)

Tony Urias stated that his family goes back to the presidio days, and he wanted to address the commission with several specific concerns:

- how many tables are there going to be and will they have enough room
- how many people can be accommodated according to the fire department
- will it be a profitable business
- concern that removal of the ticket counter to storage may cause the wood to dry out and items in storage tend to disappear after several years
- why did the past restaurant fail

Mr. Vint responded that seating inside accommodates 75 people with another 50 seats outside.

Mr. Oseran responded that the market is what the community really needs, and the market will work with the restaurant to bring in more people and create more activity so this will be a profitable venture. He said the ticket counter is an imitation ticket counter and not the original counter. The counter is made from pressed board and covered

partially in plastic and may deteriorate whether it stands there or is stored. He noted that all the historic benches would be properly maintained.

Chair Majewski pointed out that Mr. Oseran has a good track record as he very successfully restored the Hotel Congress and restaurant.

Mrs. Urias asked if the developers are expecting the market and restaurant to bring in a significant number of people, and if so, then she assumes they will push people waiting for trains someplace else that is not prepared for them. She assumed that in a train station the first patron responded to is the person taking the train. She stated she is really hardcore when it comes to preservation of historic buildings, because she has seen too many destroyed. She thinks the ideas presented are wonderful and needed, but her suggestion is to scale it down. Measurements were taken for the convenience of the developers, but have you measured for the convenience of the customers and patrons of the trains. Mrs. Urias stated she thinks everyone involved should work together as a team and the groups meet together i.e., Friends of the Historic Depot, the Historical Commission, the restaurant owners, and the City to consider all aspects of the project.

Mr. Oseran responded that he does not see two different patrons in the depot, but the same patrons. Train station patrons may like to get a cup of coffee and sit down at a table. He sees the patrons being the same and being accommodated in a better way than now. He feels the only problem is that several people have referenced the depot as a museum. He said the hope was to make a space where people can visit, enjoy the historical aspects of the lobby and include active use of the space to the help taxpayers that are now supporting the building.

Mr. Oseran stated the group of people that call themselves the “Friends of the Historic Depot” have never contacted him. He said he considers the group of people that support the project, including other tenants in the building, as friends of the depot as well.

Chair Majewski stated she felt the meeting had really covered the issues, and the commission knows how people feel in general about these topics. She suggested that the Friends of the Historic Depot meet with Mr. Oseran and City staff, and she would be happy to attend these meetings.

Mr. Mabry added that he agreed with the suggestion that the commission and others visit the depot to look at the space involved. He noted that this type of use does not impact the building itself, and the City should be encouraging this type of multiple use.

William Mackey stated he arrived late, and asked if there had been a vote taken.

Chair Majewski advised this is an informational item to give members of the public a chance to speak. The conceptual design has been approved, and the architect is drawing up the plans. This meeting was to get some feedback to the architect and developer about the project.

10. Commissioners' Summary of Current Events

Commissioner Chadwick said she wanted to let everyone know Hope E. Lara passed away on February 11, 2008.

11. Call to the Audience

Ken Scoville commented that the restoration of the Ghost Ranch Lodge was a great project. He said there is a tight time frame, and all the letters of support are needed by mid-March.

He suggested a fundraiser one weekend at Magic Carpet Golf so people can play golf there one more time before it becomes a parking lot. He suggested the parking lot keep a few statutes in it from the golf course.

12. Future Agenda Items

Jonathan Mabry said he would put Ghost Ranch Lodge on the agenda for March 12 as an informational presentation because the application is due on March 15. He said rehabilitation for the Ghost Ranch Lodge is under SHPO review, and they will not approve anything that will adversely affect the National Register eligibility. All of the rehabilitation work must be up to Secretary of Interior Standards, and there are a lot of checks and balances. The plan includes preserving the original complex of Joesler-designed buildings, the courtyard, the cactus garden, and the signage out front.

Chair Majewski asked commissioners to give her future agenda items by the end of the month.

13. Adjournment

Meeting was adjourned at 1:51 p.m.